

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions from THE REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 12th May, at Noon, at their SALES ROOM, ICE HOUSE STREET, SEVEN MIRRORS.

TERMS:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 11th May, 1900. [616b]

THE RACE COURSE and GRAND STAND have been placed at the disposal of the H.M.S. "TERRIBLE" Reception Committee to facilitate SPORTS being held TO-MORROW (SATURDAY), the 12th instant, commencing at 3.30 P.M.

NO Cards or Tickets of Admission will be issued as the whole of the British and Foreign Community and all Visitors to the Colony are invited. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 11th May, 1900. [616b]

THEATRE ROYAL, CITY HALL.

THE EVENT OF THE SEASON.

HENRY DALLAS' MUSICAL & DRAMATIC COMPANY.

LAST THREE NIGHTS.

TO-MORROW NIGHT!

TO-MORROW NIGHT!

GRAND PRODUCTION

of the Gorgeous Drury Lane Fantomine

THE

BABES IN THE WOOD

With all the Original Songs and Music as at Drury Lane Theatre, London.

FULL ORCHESTRA AND CHOIR.

Musical Director, W. FLEMING VALLANCE.

The Magnificent Scenery.

Specially painted by W. H. PELLERIN.

The whole produced under the direction of Mr. HENRY DALLAS.

MONDAY NEXT MONDAY.

Grand Production for the First time in the East of the Late and Greatest Musical Success which ran to crowded houses for over a year at Terry's Theatre, London.

THE FRENCH MAID

With New and Elaborate Scenery, Costumes and Effects.

PLAN at ROBINSON PRING CO. Usual Prices.

Doors Open 8.30. Commence 9 p.m.

A late Train will run to the Peak 15 minutes after the Performance.

BERTRAM HERMANN, Business Manager.

Hongkong, 11th May, 1900. [616b]

WANTED.

EUROPEAN MASTER, Mate's Certificate (Sufficient) and an ENGINEER for the War Department Vessel "HERCULES."

Apply to OFFICER COMMANDING, ARMY SERVICE CORPS, FLEET STREET, HONGKONG, stating TERMS inclusive. Accepted Candidates will be required to enter upon an AGREEMENT for not less than 3 years.

Hongkong, 11th May, 1900. [616b]

NOTICE OF REMOVAL.

THE MUTUAL STORES will occupy their New Premises, Nos. 3 & 16, D'ARVILLE STREET, on MONDAY, the 14th instant.

Hongkong, 11th May, 1900. [616b]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 11th May, 1900. [616b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALIARAT," FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., or S.S. Himalaya.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent. Hongkong, 11th May, 1900. [616b]

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

OWING to the GYM KHAM there will be NO COMPETITION TO-MORROW.

The Range will be open for Practice.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 11th May, 1900. [616b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA," Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 3 P.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 11th May, 1900. [616b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 11th May, 1900. [616b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Steamship

"MARIE JENSEN," will be despatched for the above Ports, on TUESDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th May, 1900. [616b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN," Captain F. Meier, due here with the outwards German Mail about TUESDAY, the 15th instant, will leave for the above-places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MESSERS & CO., Agents. Hongkong, 11th May, 1900. [616b]

Entimations.

HAVE you seen THE DALLAS Co. in the Drury Lane Fantomine "THE BABES IN THE WOOD?"

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at BREWER & Co., UNDER THE HONGKONG HOTEL.

Business Hours:—9 A.M. to 5 P.M.

ONLY FOR A FEW DAYS MORE.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE. [616b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872, Vintage, Red Capsule - - - - - \$30

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, QUEEN'S ROAD CENTRAL.

BIRTH.

At 4, Pei-Tai-Ho Lane, Shanghai, on the 3rd inst., the wife of Captain R. PHILLIPS, C.N., Co.'s steamer Ningpo, of a daughter.

DEATH.

At Port Arthur, on the 30th of April, HANS CARL GUSTAV, son of Mr. and Mrs. H. C. Augustesen.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 11, 1900.

NOTES AND COMMENTS.

The War.

From the news to hand from South Africa it is more than evident that Lord ROBERTS has commenced his advance in earnest and is steadily driving the Boers back. It will be noticed, however, that he does not send us hopeful and sanguine telegrams saying that he trusts to be in Pretoria within so many days or weeks. No, BOERS is too cautious for that and prefers not to indulge in prophesy, for he evidently recognises the fact that the worrying tactics of the Boers during the last few weeks have been probably undertaken with the object of gaining time. The present campaign has proved to us, and that in a most painful manner, that the mobility of the Boer forces greatly exceeds that of our own, hence the reason of their being able to worry our advance to such an extent. Had Lord ROBERTS been less cautious and pushed forward too rapidly, the probabilities are, that we should have met with a series of more or less serious disasters all brought about by the superior mobility of the Boers enabling them to pounce suddenly upon outlying forces and cut them out from under the very noses of their supporters. But, thanks to the cautious manner in which Lord ROBERTS is making use of his lines of communication as he advances, we have, with one or two exceptions, been free from these annoying episodes. We suppose that there is method in the procedure of the Boers and that they are, while harassing our advance without offering any very serious opposition, gaining time to complete their arrangements for a determined stand at some selected point, probably at the Zand River, where both Colonel HERIOT and General Broadwood report them to be in considerable force. We have heard the opinion expressed that by a brilliant and rapid advance, Lord ROBERTS might seize Pretoria, and we certainly think that this might be so. But, and it is as well to look at the other side of the question, were he to do so it would mean that the flying column might be cut off from its base and we should simply have another force to relieve. As matters now stand they are proceeding surely, if somewhat slowly, and we think that the best that can be done is to trust to Lord ROBERTS. He knows what he is about and if left alone will carry matters out in his own way and to the satisfaction of everybody. It will be quite time to criticize when all is over.

North Borneo.

The telegram which we received from our Labuan Correspondent just before going to press last night, is to say the least of it, a trifle confusing. To deal with North Borneo affairs first, it appears that no further attack has been made upon Kudat but that Mr. SATYER and his men have retired, after practically destroying the settlement as related in a former telegram. Our Correspondent adds that the Constabulary of the British North Borneo Company are pursuing the enemy with the usual result. From what we know of North Borneo and North Borneo methods it is easy to read between the lines here. It means that the force in pursuit of the rebels cannot possibly come up with them and that the chase will prove fruitless. Natives, even when encumbered with a certain amount of loot, march at a rapid rate and it is not to be expected that the North Borneo Company's forces will be able to overtake them. This may appear strange to some of our readers, but to anyone acquainted with the difficulties of a Borneo jungle the matter will occasion no surprise.

The coast ports, too, we are told are in an excited state and are fearing attack. This does not look at all as if only Mr. SATYER and his gang were upon the war path, for one hand could not hold the whole of the settlements along the long coast line of the Company's territory in awe. The only reasonable explanation is that the dissatisfaction is exceedingly widespread and that a rising is probable at any time and at any place. It must not be forgotten either that the tribes settled along the North Borneo coast are, with very few exceptions, descended from pirate stock and many of the old men have taken part in the piratical raids which a generation ago used to spread terror from New Guinea to Singapore.

These heavy old villains always look upon the present state of semi-civilization as a state of degeneration. A peaceful law-abiding life is not to them the life of a gentleman, and many are the sighs they heave, even in the presence of Europeans, for the good old days of rapine and murder, when every man's hand was against them and they preyed upon all who chanced to come in their way. It requires very little to set the heads of these old pirates aflame, and once the lust of blood and booty has come upon them from hearing of a successful raid carried out by their own people it is little to be wondered at that they should soon stir up the younger men to strive to emulate the deeds which their elders are so prone to boast of.

Sarawak.

The Sarawak trouble appears to have developed into a much larger affair than was at first supposed. So far as we are able to judge from the few details to be gathered from our telegrams (for, full as they have been, telegrams are at the best most unsatisfactory) there would appear to be three causes of trouble. First the incursions of the inland Muruts into Sarawak territory; second, dissatisfaction, probably fostered by the Sultan of Brunei, amongst the Rajah's subjects on the Trusan and Baram Rivers; and thirdly a dispute between the Sultan of Brunei and the Rajah of Sarawak anent Muara.

To take these three factors in reverse order, Muara is an island situated a short distance from Labuan, within the jurisdiction of the Sultan of Brunei. Some years ago coal was discovered upon it by Mr. COWIE, of MAT SALEH fame, and the coal was worked by him by virtue of a concession from the Sultan of Brunei. Now the Rajah of Sarawak was not possessed of any coal, and, when he saw that the Muara mines were worth owning, he purchased them from Mr. COWIE and the settlement which had grown up around the mines was renamed Brooketown. Whether or no the Rajah made any further arrangements with the Sultan we are unable to say, but from the telegram which we published yesterday it would appear that a dispute has arisen as to the Rajah's power in the island. He would doubtless object to the lawless subjects of the Sultan doing as they pleased around his mines, but in the absence of further details from our Correspondent we must not venture to discuss the subject.

The Trusan and Baram troubles it is easy to understand. These territories have been handed over to the Rajah and he is in duty bound to administer them for his and their own good. Now the inhabitants of these two rivers have never in the lifetime of the present Sultan been used to restraint of any kind. They paid poll-tax when it pleased them to conciliate the Sultan and when they felt themselves able to exist without the approval of that potentate being shed upon them they simply refused to pay up and the Sultan, as they well knew, was too indolent and too powerless to force them to do so. What then can be more likely than that the more truculent and unruly spirits have refused to pay to the Rajah that tribute which they confess never to have paid to the Sultan, their hereditary ruler?

The trouble with the Muruts bordering upon Dutch territory we have already discussed, and having placed the newer developments of the situation before our readers to the best of our ability, we may well leave the subject until we receive further and fuller details.

REUTER'S TELEGRAMS.

THE WAR.

THE ADVANCE IN THE FREE STATE.

BOERS IN FORCE.

LONDON, May 9th.

Col. Hutton with the mounted infantry reconnoitred the Zand River and found the enemy in considerable force. General Broadwood's cavalry with General Ian Hamilton's force performed the same operation with similar results.

THE WESTERN FRONTIER.

FOURTEEN STREAMS OCCUPIED.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

To take these three factors in reverse

order, Muara is an island situated a short distance from Labuan, within the jurisdiction of the Sultan of Brunei. Some years ago coal was discovered upon it by Mr. COWIE, of MAT SALEH fame, and the coal was worked by him by virtue of a concession from the Sultan of Brunei. Now the Rajah of Sarawak was not possessed of any coal, and, when he saw that the Muara mines were worth owning, he purchased them from Mr. COWIE and the settlement which had grown up around the mines was renamed Brooketown. Whether or no the Rajah made any further arrangements with the Sultan we are unable to say, but from the telegram which we published yesterday it would appear that a dispute has arisen as to the Rajah's power in the island. He would doubtless object to the lawless subjects of the Sultan doing as they pleased around his mines, but in the absence of further details from our Correspondent we must not venture to discuss the subject.

The Trusan and Baram troubles it is easy to understand.

These territories have been handed over to the Rajah and he is in duty bound to administer them for his and their own good. Now the inhabitants of these two rivers have never in the lifetime of the present Sultan been used to restraint of any kind. They paid poll-tax when it pleased them to conciliate the Sultan and when they felt themselves able to exist without the approval of that potentate being shed upon them they simply refused to pay up and the Sultan, as they well knew, was too indolent and too powerless to force them to do so. What then can be more likely than that the more truculent and unruly spirits have refused to pay to the Rajah that tribute which they confess never to have paid to the Sultan, their hereditary ruler?

The trouble with the Muruts bordering upon Dutch territory we have already discussed, and having placed the newer developments of the situation before our readers to the best of our ability, we may well leave the subject until we receive further and fuller details.

REUTER'S TELEGRAMS.

THE WAR.

THE ADVANCE IN THE FREE STATE.

BOERS IN FORCE.

LONDON, May 9th.

Col. Hutton with the mounted infantry reconnoitred the Zand River and found the enemy in considerable force. General Broadwood's cavalry with General Ian Hamilton's force performed the same operation with similar results.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

General Hunter reports that he has occupied Fourteen Streams occupied.

THEATRE ROYAL.

Last night the "Dallas" Company once more treated the residents of Hongkong to a performance of "The Geisha." There was a crowded house and the audience, to judge from the relative and frequent applause, was a most appreciative one. The "Dallas" Company, however, was not so much cordial reception, especially from the blue-jackets, and Mr. Dallas had no reason to be ashamed of the plaudits which fell to his share.

There will be no performance to-night, but on Saturday the Company will produce the Drury Lane pantomime of "The Babes in the Wood," which drew crowded houses at home. We would advise our readers to secure seats early, as there is bound to be a rush.

THE KING LIEN-SHAN CASE.

(From our own Correspondent.)

MACAO, May 11th.

The King Lien-shan case still drags on in the most monotonous manner. The accused has called seven witnesses, one of them being Mr. P. O. Seaton, the British Vice-Consul here. The evidence now taken with closed doors, so nothing is known as to the defence set up or the progress of the case.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon. There were present: The Hon. R. D. Ormsby (President), Lieut. Col. Ryan, R.A.M.C., Dr. Hartigan, Dr. Clark (Medical Officer of Health), Messrs. J. McKie, E. Osborne, Chai A. Fok, Fung Chuen, and Mr. G. A. Woodcock (Acting Secretary).

THE MEDICAL OFFICER'S REPORT.

The report of the Medical Officer of Health for 1899 was submitted. The President proposed its adoption and that it should be forwarded to Government.

Lt. Col. Ryan seconded.

Mr. McKie wished to draw the special attention of the Government to the paragraph contained in the report on public urinals and said the lack of accommodation supplied in the Colony with its 120,000 inhabitants was disgraceful. A larger number existed in Macao, though it had only 50,000 inhabitants, and proposed that an addition to the proposition be made calling special attention to this matter.

Dr. Hartigan seconded Mr. McKie, and, at the same time, pointed out other matters that deserved special attention being drawn to them. Lieut. Col. Ryan said he had no objection to the addition but he considered that the report spoke for itself. It contained many important items that special attention should be drawn to. If he had considered that course necessary he would have done so.

The proposition, with the addition, was carried unanimously.

SANITARY SURVIVORS' ANNUAL REPORT.

The President said this was only a short report, proposed its adoption and its being forwarded to Government.

Dr. Hartigan, in seconding, said there were many things in the report entitled to attention being drawn to them, both the Government's and their own. One was that a professional man should spend half his time in clerical work; this work could be done by much cheaper labour, and allow the surveyor to perform his duties more effectively.

The M. O. H. explained that a clerk had been appointed a few days ago.

The motion was carried.

SANITARY REFORM.

The letter from Government on the above question has already been published.

It was decided that Lt. Col. Ryan's motion should be taken in connection with this subject.

In moving the resolution standing in his name, Lt. Col. Ryan said that the protection of the health of the people was the most important duty of a government and he did not advocate that this important duty should be surrendered by them to anyone else. The Sanitary Board was not a social or political body and it was their duty to act as an Advisory Board to the Government who should not constantly reject their suggestions. There was no necessity to impress upon either the Board or the community the necessity of sanitary reform, which was a duty of the Government to the Government the necessity of giving effect to suggestions made by the Board. It was no use making spasmodic, isolated suggestions, what was needed was a coherent, comprehensive scheme backed up by the whole Board. Talking about bubonic plague he said that more hospital accommodation was required, especially for cases of infectious diseases, hospitals where the Chinese could be attended to by their own doctors. He then moved:—

"That in accordance with the suggestion of His Excellency the Officer Administering the Government, the Sanitary Board in Committee appointed by the Sanitary Board prepare with as little delay as possible, for submission to Government, a comprehensive scheme of sanitary reform for this colony, with special reference to arrangements for dealing with epidemics such as bubonic plague, points of more immediate urgency being first dealt with and forming the subject of interim reports."

Mr. Osborne said he had great pleasure in seconding Col. Ryan's resolution, he only feared that after a great deal of time and trouble had been expended the results of their labours would only be pigeon-holed, anyway they would have the satisfaction of putting on record that they had formulated a comprehensive scheme of sanitary reform.

Dr. Hartigan said that as they had been asked to suggest reforms it was their duty to do so. He did not expect much good would result as he was afraid their proposals would be pigeon-holed, but the Officer Administering the Government, who had the interests of the Colony at heart, had asked them to do so and he thought they should comply with the request.

The President said that before putting the resolution to the Board, a resolution which he was quite in sympathy with in one way, he might say he had often been struck with the pessimistic view taken by members of the Sanitary Board and by the press, and a good many others in the colony, as to the state of Hongkong, and the amount of abuse heaped on the Government for doing nothing as regarded the sanitary state of the colony. He was not a doctor, but on looking at the death rate of Hongkong and comparing it with the death rate of his own beautiful city of Dublin he found that in Hongkong with plague in its midst they had a death rate of 22 per thousand, whilst in Dublin they had a death rate of 50 per thousand. He did not mean to say that having plague here was not a very terrible thing and a great loss to Hongkong, but at the same time the death returns showed that Hongkong was not an unhealthy city. With regard to the Government, a good deal was said about the Government having done nothing towards the situation, but as far as he knew they had done a great deal, though of course there was more to be done. Some years ago the Government built a palatial police station, but the police never occupied it, the Government having handed it

over as a plague hospital. Then the drainage of the town was carried out under Mr. Chadwick at an enormous expense. A great many other things had been done by the Government, and to condemn the Government in the whole sale fashion that they were sometimes condemned, charging them with sitting still and doing nothing with the recommendations of the Board, was he thought unfair. However, much remained to be done, and if something could be done to reduce the deaths from plague they might be proud of Hongkong being one of the healthiest cities in the British Empire.

Lt. Col. Ryan, on being asked to mention names of members to serve on the Committee, said as he was comparatively a stranger to the Colony he should prefer someone who had had greater experience to nominate the members.

The M. O. H. then proposed that the whole Board should constitute the committee. This was agreed to.

THE PROPOSED OBSERVATION STATION.

Dr. Clark's report on the above subject has already been published. At the meeting he pointed out the many uses that this camp would be put to, among others the segregation of immigrants and for the isolation of people from infected areas. The idea of a segregation camp had been adopted in Ceylon.

Dr. Lawson, in seconding, said he did not agree with Dr. Clark in all he had said, but it would be useful for isolating purposes. He did not altogether agree with the Venice Convention which he signified as a lot of rubbish.

The President said he was quite in sympathy with the proposal. An official from Ceylon had lately called upon him and expressed surprise that we did not have such a camp here. In Ceylon they had a very large one, though they had not yet had the plague.

It was decided to recommend the Government to proceed as rapidly as possible with the erection of such a camp somewhere in the neighbourhood of Li-chi-ko.

HOUSE TO HOUSE VISITATION.

Dr. Lawson, pursuant to notice moved:—

"That the attention of Government be called to By-law 10, Section 13, Ordinance 15 of 1894:—That whenever two cases of plague have occurred in any health district the Sanitary Board recommend the house to be changed from 8 a.m. to 6 p.m. to 5 a.m. to 6 p.m." In moving this resolution Dr. Lawson said that the visitation at 8 a.m. was absolutely useless, as the people from whose houses plague cases were taken rose with the sun and by 8 o'clock all the cases were removed; when the time was originally fixed, 8 o'clock was made the hour so that it would not disturb the Chinese clerk and comrade class. It was not this class that they wished to visit, but the coolies houses.

Mr. McKie said he had the greater pleasure in seconding this resolution as lately three or four coolies had been dumped down outside the doors of their works at East Point.

Dr. Clark pointed out that the course proposed by Dr. Lawson would take a month before it would become law. He had taken upon himself to see the Crown Solicitor as to the legality of a proposal of the same nature which he had drafted himself. It was in fact a new by-law which would only require the Government's approval to become law. This approval could be obtained at next Monday's meeting. The resolution was that:—

"Any officer of the Sanitary Board may during the prevalence in the colony, or in any district thereof, of bubonic plague, cholera, or small-pox, and within such limits as may from time to time be fixed by the Board, enter any building or curtilage between the hours of 5 a.m. and 6 a.m. for the purpose of ascertaining whether any sick person or dead body is to be found upon such premises. If any sick person be so found, such officer may detain such person or remove him to a public hospital until he can be examined by a public legally qualified and registered medical practitioner, and he may remove any dead body found upon such premises to the Public Mortuary."

The Chinese members asked that this order might be enforced with as little hardship to the Chinese as possible.

The proposed By-law was adopted.

PLAQUE MEASURES.

Dr. Clark, in speaking on measures taken to combat the plague, said there had been 3,646 rats destroyed during the previous fortnight making a total of 13,834. It had been recommended to the Government to place a guard somewhere near Murray Barracks to prevent people from moving their goods and chattels from the infected areas to uninfected areas. It was at first intended to have a military guard but afterwards a police guard was instituted. Similar precautions were being taken on the Praya and the water police were also instructed in the matter. With regard to the dumping of dead bodies in the streets, the Tung Wa Hospital Authorities had been approached and had consented to establish a branch establishment to treat plague patients. It was also intended to put into force a regulation adopted in 1898, empowering persons suffering from plague to leave the colony under certain restrictions, the removal of bodies of persons who had died from plague being also provided for. The ward by which they had to leave in 1898 was now not available, and he proposed that Sutherland street Wharf should be substituted. Continuing, Dr. Clark pointed out that Kowloon Peninsula was infected and asked that it should be declared so.

Dr. Lawson seconded that Kowloon be declared infected.

Mr. Osborne expressed satisfaction that the Chinese were to have a hospital at which they could be attended by their own doctors. He thought this would greatly diminish the number of bodies found in the streets. Mr. Osborne concluded his remarks by saying:—

"If a man chooses to go and die in the manner which seems to him fittest he is entitled to do so. He is entitled to die in the manner which pleases him best and to select the hospital—whether after all it is nothing more nor less than a house to die in—which he prefers."

The motion was carried.

THE PLAGUE AT MACAO.

The deaths in Macao for the week ended 15th April numbered 93, including 39 from plague. There were 94 deaths during the following week, including 50 from plague; and during the week ended April 29th there were 83 deaths, including 32 from plague.

THE HEALTH OF HONGKONG.

The death rate for the week ended April 21st was 26.5, against 19.6 for the previous week and 23.8 for the corresponding week last year. The rate for the succeeding week was 26.3, against 24.3 for the corresponding week last year.

DR. HARTIGAN AND LIMEWASHING.

The following letter from Dr. Hartigan was submitted:—

Hongkong, 7th May, 1900.

Dear Sir,—Having been assured by the M.O.H. Dr. Clark, that the Sanitary Board would be glad to hear further views with reference to the subject of limewashing, and remarks on the same subject as Mr. Pollock's lecture on "Some serious local problems," I venture to submit the following communication for the consideration of the members of the Sanitary Board.

In the first place, I would point out that my remarks are to be regarded only as a protest against limewashing as a means of combating

the plague during an epidemic and not as a protest against lime washing as a general cleansing process in the non-epidemic season. Against the latter I raise no objection, but I wish to call the attention of the Board to the risks involved by enforcing By-law 16 (made in May, 1897, under Section 13 of Ordinance 15 of 1894) during an epidemic of plague and without previous disinfection of the houses which are to be "thoroughly cleaned and lime washed." The houses chiefly affected by the above By-law are occupied mainly by Chinese, Japanese, Indians, and Philipinos. The majority of these are accustomed to go barefooted, and in many cases their feet are the subject of a form of eczema well known to medical men in Hongkong as "Fungus Eczema," thus affording an easy means of inoculation.

The necessary disturbance of furniture, bedding, &c., and the dust raised in the removal of the same previous to the process of limewashing does but increase the risk involved.

That I enunciate a new theory will be at once seen if I quote Dr. Lawson's remarks with reference to "Mode of infection." In his report on the plague epidemic of 1894, he says, "Most of the coolies affected were neither shoes nor stockings. Almost all males go barefooted, which would partly account for the large number of the coolie class affected."

In connection with the same point I would recall the fact that several soldiers of the Sikh regiment, notwithstanding their being well booted, were stricken with plague after being employed on lime washing and cleaning out infected houses during the 1894 epidemic. I believe I am right in stating that owing to this it was found necessary to discontinue lime washing and substitute antiseptic cleansing, which had the desired effect of at once checking the occurrence of cases amongst the men.

It may be objected that the houses referred to in this report are not affected by cases of plague as yet, but evidence is lacking to show that they do not contain plague bacilli which are liable to be stirred up and become at once active should limewashing be indulged in without previous disinfection; indeed a reference to Dr. Atkinson's report on the prevalence of plague during the years 1897-1898 is interesting in this particular. He says "the recrudescence of the disease in houses previously infected shows how tenaciously the bacillus clings to dwellings." Notwithstanding a new system of disinfection having been adopted that is still the case in a less degree.

I would point out further that one of the most recently and most efficiently limewashed districts of the city is now the seat of the majority of plague cases, thus proving the inefficiency, to say nothing of the mischief, of limewashing unaccompanied and not preceded by disinfection. Moreover I have been called to houses to see cases of plague which have occurred during the process of lime washing, there being no cases of plague in the same house previously. Coincidence might be pleaded against my argument, but in view of the above considerations I venture to think that such is not the case.

Disinfection, especially if done thoroughly, is expensive, but so is the plague, and it is becoming more expensive every year to the colony. The question arises, therefore, as to who is to bear the expense. There cannot be much hesitation in answering that question. The Government and the Government alone should provide for a matter so vitally affecting the welfare of the colony.

Another point which should be made mention of is the fact that in India quicklime is used, in Hongkong slaked lime, the latter is as ineffective as the former is effective.

In conclusion, let me call the attention of the Board to the excellent example set by the Naval Yard Authorities when removing Fletcher Street last year. Before over a hand was put to the limewash brush the hydrants were opened and the buildings were cleaned with a weak solution of carbolic acid, which if it did not thoroughly disinfect at any rate got rid of the dust in the buildings. Is there any reason why sea water should not be used in the same way by the Sanitary Board if the expense of thorough disinfection is objected to by the Government?

I trust that the Board will treat my remarks in the spirit in which they are made. I do but call attention to these matters in the interests of the public. No one is more aware than I am of the excellent work done by the Sanitary Board, and I am sure that that good work may not be even partially marred by the enforcement of an inadequate—nay a mischievous—by-law.

I have the honour to remain, Your obedient servant,

G. M. HARTIGAN.

G. A. Woodcock, Esq., Acting Secretary Sanitary Board.

Mr. McKie proposed that the discussion on this letter should be postponed until the next meeting.

Mr. Osborne seconded.

Lt. Col. Ryan proposed that it should be considered in Committee as it was not of public interest how the Board arrived at their decisions.

Mr. McKie objected as the letter had been made public and so that Board's discussion on it should also be public. It was finally decided that the matter should stand over until the next meeting when Col. Ryan could make his proposition. This was all the business of the meeting.

THE "KOWSING" CASE.

It is rumoured in Shanghai that the foreign jurist to whom the dispute over the case of the Indo-China steamer "Kowsing" is according to Mr. Brockrick's statement in the House of Commons to be referred, is the President of the United States, who will be assisted by the Hon. Mr. Foster, a well-known lawyer, who visited the East in an official capacity during the Sino-Japanese war.

DEATH OF MR. WILLIAM BIBBY.

SINGAPORE, 3rd May.

There will be very deep and very general regret throughout this Colony and the Native States at the announcement of the death of Mr. William Bibby, Manager of the Raub Australian Gold Mining Company Ltd., which sad event took place at Kuala Lumpur at midnight last night (Wednesday), the 2nd inst.

Mr. Bibby for one or two years past had not been in good health, and indeed just prior to his trip to Europe his friends had been extremely anxious about him, for symptoms of physical breakdown had appeared at a time, when owing to the preparation of large development up at the Raub mines, particularly in connection with the introduction of electric power, a very severe strain was thrown on Mr. Bibby. Still during his visit to Europe and his more recent visit to Australia Mr. Bibby had certainly improved somewhat, although the character of his ailment, Bright's disease, was such as would not admit of any quite complete re-establishment of health. A few weeks ago Mr. Bibby had the bad luck to have had an accident at Kuala Lumpur, whether he had gone in connection with an inspection of the Selatins mines. He was thrown out of a dog-cart, injuring the side of his head severely, and being otherwise much shaken. This shock, although it was being apparently got over and the

wound healing well, was followed by malaria fever, and that, unfortunately caused a rapid development of the old trouble, after his return to Raub. Getting no better and the head wound becoming inflamed, Mr. Bibby was removed to Kuala Lumpur, and thence to Kuala Lumpur for treatment, in charge of Messrs. Arthur and Charles Bibby. Here in spite of the joint efforts of Drs. Gerard, Travers, and McCloskey, Mr. Bibby rapidly sank, and died late last night as mentioned above.

It is arranged that the remains of Mr. Bibby are to be brought to Singapore by the s.s. *Hydra*, which will arrive at an early hour on Saturday morning.

The funeral will take place immediately after the landing of the coffin at Johnston's Pier, the Cemetery being reached probably shortly after 2 a.m. The body of the late Mr. William Bibby will be interred by the side of his wife, who predeceased him by about three years, and his son Mr. William Charles Bibby, who was accidentally killed about two years ago by a fall down a mine-shaft in the Negri Sembilan.

Mr. William Bibby was about 63 years of age and was born in Liverpool. He was first employed in the L. & N. W. R. Co.'s works at Crewe, subsequently going to Launceston, Devon. Some forty-two years ago he went to Australia, and was at first in Melbourne. The first post as Mine Manager, which he held was at Christy's Reef, Castlemaine, New South Wales. From that time to the latter end of 1879, when he was engaged by the Raub Syndicate, he was occupied in various posts in different parts of Australia, gaining experience in all. He was connected with many of the largest mines, and was last before coming to Raub at Creighton, Queensland. Mr. Bibby's early struggles with the difficulties of transport, erection of machinery, and sinking at Raub have become almost historical. He came with eight Europeans and a quantity of machinery, which he was gravely assured he would never get to Raub. Since then his indomitable energy, and the gradual development of the country, what formerly was now an easy three days' journey of the road to the mine, the destruction of the workings by flood in 1891, the reconstruction of the Company in the following year when the Pahang rising took place, and Raub was for months in a state of siege; and the sinking of the new Raub Hole shaft are the early incidents of Mr. Bibby's work at Raub. Steady organisation and development work combined with gold winning, have been the features of late years, the last work which Mr. Bibby so fondly hoped to see completed, being the great electric installation, now almost on the point of completion.

Mr. Bibby leaves behind him three sons, all at Raub, and three daughters of whom one, the second, is at Raub, the eldest daughter being married to Mr. C. H. Paul, of the Pahang Corporation, Kuantan, and the youngest to Major Lane, R.A.M.C., Kandy, Ceylon.—S.F. Press.

SHIPPING REPORTS.

Captain C. T. Denny, of the steamship *Chusan*, from Shanghai, reports:—Fine weather.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow to Amoy and Swatow, reports:—To E. wind and following sea. Swatow to E. to E. breeze and following sea. Vessels: Foochow:—Nil. In Amoy:—*Kingsing, Nanjang, and Changchew*. In Swatow:—*Prosper, Pao-ling, Kwongsang, Kaching, and Chiyun*.

NOTANDA.

CALENDAR.

MAY.

Metereological means based on ten years observations to 1897.

Barometer 29.867

Thermometer 76.2

Humidity 82.0

Rainfall 15.0

TO-DAY.

On date at On date at

Barometer 29.97 29.91

Temperature 76 74

Humidity 86 93

Rainfall — —

TO-DAY.

Friday, 11th May, 1900.

Chinese—11th of 4th moon of 26th year of Kwang-shi.

Sun—Rising 5hr. 23min.

Set 6hr. 29min.

High water—Morning 7hr. 18min.

Afternoon 7hr. 30min.

Low water—Morning 5hr. 55min.

Afternoon 7hr. 10min.

ANNIVERSARIES.

1843—Wang An-tung and Hienling visited Hongkong.

1864—Armed attack on the offices of Messrs. Holiday, Wise & Co.

1866—"Black Friday"; extensive Bank failures etc. in England.

1878—Attempted assassination of the German Emperor.

1880—The Duke of Genoa arrived in Hongkong.

1889—Death of Father Damien.

1891—Attempted assassination of the Czar-witch in Japan.

1894—Collision between the *Mike Maru* and *Monmouthshire* near the Tungsha lightship.

1897—"The Powers" proposed mediation between Turkey and Greece.

1898—Fire at Sakai, Japan, 240,000 yen damage.

1899—Wreck of the *Selkirk* on the Apo Shoals, Mindoro Islands.

1899—A large Meeting at Sydney support the Outlander's petition to the Queen.

TO-MORROW.

Saturday, 12th May, 1900.

Chinese—12th of 4th moon of 26th year of Kwang-shi.

Sun—Rising 5hr. 23min.

Set 6hr. 29min.

High water—Morning 7hr. 18min.

Afternoon 7hr. 30min.

Low water—Morning 5hr. 55min.

Afternoon 7hr. 10min.

ANNIVERSARIES.

1809—Passage of the Douro under Wellington.

1831—The East India Co.'s garden at Canton destroyed by the Mandarins.

1832—Foo-yuen and Hoppe forcibly entered the East India Co.'s factory at Canton.

1884—Signing of the Li-Fourier Convention.

1896—Troyed and Lotion at Kiang-yin des.

1898—San Jan de Puerto Rico bombarded by American fleet.

AGENDA.

TO-MORROW.

Noon—P. & O. steamer *Chusan* leaves for London etc.

Noon—N. G. T. steamer *Risang* leaves for Singapore, Penang and Bombay.

2.30 p.m.—Public Auction Sale of Crown Land at Mr. George Lammon's Auction Rooms (13 Lots).

3.30 p.m.—Athletic Sports (with Gynkana variety) in honour of H.M.S. 77.

9 p.m.—Mr. Henry Dallas' Company at City Hall. "Babes in the Wood."

9 p.m.—Concert in aid of Indian Famine Fund at Lusitano Club.

9 p.m.—Concert by Minstrel Troupe of H.M.S. Orlando at St. Patrick's Hall.

MONDAY, 14th.

3 p.m.—Public Auction Sale of Crown Land at the Offices of the P. W. D. (Lots 190 and 198).

Cargo ex *Kaitum* subject to rent.

Cargo ex *Gisela* subject to rent.

Mr. Henry Dallas' Company at City Hall. "The French Maid."

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.

American (*Doric*) 15th inst.

German (*Sachsen*) 15th inst.

American (*Nippon Maru*) 23rd inst.

Tacoma (*Brancan*) 24th inst.

Canadian (*Empress of China*) 29th inst.

American (*City of Rio de Janeiro*) 1st prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, left Vancouver afternoon on Tuesday, the 8th inst., for Hongkong via the usual ports of call.

The Imperial German Mail steamer *Sachsen*, carrying German Mails with dates from Berlin to the 16th ulto, left Singapore on Friday, the 10th inst., at 11 a.m., and may be expected here on or about Tuesday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RATES.

Brooklyn, U.S.S. *May* 100

Haitan, U.S.S. *May* 100

Progress, U.S.S. *May* 100

Taiyuan, U.S.S. *May* 100

Independent, U.S.S. *May* 100

Devonport, U.S.S. *May* 100

Rohilla, U.S.S. *May* 100

Norma, U.S.S. *May* 100

Shipping.

Arrivals.

CHUSAN, British steamer, 2,852, C. T. Denny, 10th May.—Shanghai 8th May, Mails and General.—P. & O. S. N. Co.

WOSANG, British steamer, 1,127, R. Johns, 10th May.—Wuhu 6th May, Rice.—Jardine, Matheson & Co.

TAIYO MARU, Japanese steamer, 745, S. Rokumi, 10th May.—Ningbo 3rd May, Beans and General.—Order.

APENRIDE, German steamer, 615, C. Bendixen, 10th May.—Touren and Quinon 9th May, General.—Jensen & Co.

HATIAN, British steamer, 1,183, J. S. Roach, 10th May.—Fochow 8th May, Amoy 9th, and Swatow 10th, General.—Douglas, Lapraik & Co.

DAPHNE, German steamer, 2,100, Th. Nissen, 10th May.—Moji 5th May, Coal.—Siemens & Co.

BALLARAT, British steamer, 2,860, C. L. W. Field, 10th May.—London 3rd April, and Singapore 8th May, Mails and General.—P. & O. S. N. Co.

HATING, French steamer, 705, Bast, 11th May.—Haiphong and Hanoi 10th May, General.—A. R. Marty.

DUKE OF FIFE, British steamer, 2,416, J. S. Coit, 11th May.—Tacoma and Yokohama 28th April, Flour.—Doddwell & Co., Ltd.

Clearances at the Harbour Office.

Tai-chiao, British str., for Bangkok.

Kongmum, British str., for Canton.

Alberdelle, British str., for Moji.

Taking, British str., for Shanghai.

Vanglang, British str., for Swatow.

Taiyo Maru, Japanese str., for Canton.

Albin, British str., for Bangkok.

Departures.

May 11, *Atchamir*, British str., for Manila.

May 11, *Terminus*, German str., for Hongkong.

May 11, *Naitang*, British str., for Swatow.

May 11, *Haitan*, British str., for Swatow.

May 11, *Puya Chon K'iao*, British str., for Swatow.

May 11, *Sishan*, British str., for Amoy.

May 11, *China Adelaide*, British str., for Moji.

Passengers—Arrived.

Per *Haitan*, from Coast Ports—Miss Goser, Miss Harber, Mr. and Mrs. Phillips and child, Messrs. Goh Y. San, Sakai, and 62 Chinese.

Per *Chusan*, from Shanghai for London—Misses Florence Cole and Simpson. For Bombay—Miss Dobson. For Hongkong—Comdr. Penderleith and servant, Messrs. K. Stenson, P. A. Pereira, F. Bonnet, 2 Chinese and 1 Japanese.

Per *Bullard*, for Hongkong from London—Mr. and Mrs. J. O'Connell and 3 children, Lieuts. G. H. Gwyther, Ensor, Mr. T. H. Hall, Mrs. McCarthy's Aylm, Mr. and Mrs. Harvey, and Miss Ramsey. From Marseilles—Dr. J. C. Thomson, Mr. and Mrs. J. C. Oswald, infant and child, Mr. K. D. Adams, Mr. and Mrs. T. S. McCarthy and infant, Mr. and Mrs. E. T. Sanson, and Mr. W. W. Wadford. From Colombo—Messrs. J. H. Betts and Rhodes James. From Singapore—Mr. Kayser. From London for Kobe—Miss M. M. Gale. For Nagasaki—Miss J. Kohama. For Yokohama from Marseilles—Messrs. Percy Scott, and Mr. Collbran. From Singapore—Mr. E. J. Barley. For Shanghai from London—Mrs. H. Way and child, Mr. Lobt Staff, and Corpl. Porter. From Marseilles—Mr. R. Thurston. From Brindisi—Mr. England. From Singapore—Mr. J. H. White.

Departed.

Per *Manipur*, for Manila—Messrs. G. E. Evans, A. R. Jordan, D. Conchic, Mr. and Mrs. A. A. Montague, Mrs. Playfair, Mrs. Byers, Mr. and Mrs. Joy, child and amah, Mr. W. Kreier, Lieut. G. F. Cooper, U.S.N., Mrs. Remedios, child and amah, Mr. and Mrs. Elizeole, 2 children and 2 servants, Mrs. Arizola, Mrs. Jodd, Mrs. Lawton, 3 children and maid, Mr. England, Mrs. Rogers, Miss Jones, Mr. and Mrs. Galyon, Miss Hessian, Mrs. Collier, Messrs.

Intimations.

TO-MORROW NIGHT, HENRY DALLAS CO.

produce the Great Drury Lane Pantomime

"THE BABES IN THE WOOD"

SANITARY BOARD.

THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 34 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st day of June, 1900.

By Order,
G. A. WOODCOCK,
Acting Secretary, Sanitary Board.
Sanitary Board Office,
Hongkong, 10th April, 1900. [599b]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on TUESDAY, the 22nd instant, at 8 P.M.
Members intending to be present are requested to send in their Names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.

The Secretary will be glad to receive the Names of Devotees wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong Club,
Hongkong, 10th May, 1900. [597b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 5th May, 1900. [577b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed:

- 1.—That the Capital of the Company be increased from \$100,000 to \$200,000 by the creation of 10,000 New Shares of \$10 each.
- 2.—That the New Shares be issued at such time and at such premium as the Directors may determine.
- 3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 5th May, 1900. [578b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed:

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

That the following clause be substituted for Clause 37 of Table A: "The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum be present at the commencement of the meeting."

By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 5th May, 1900. [579b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION was passed:

- 1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

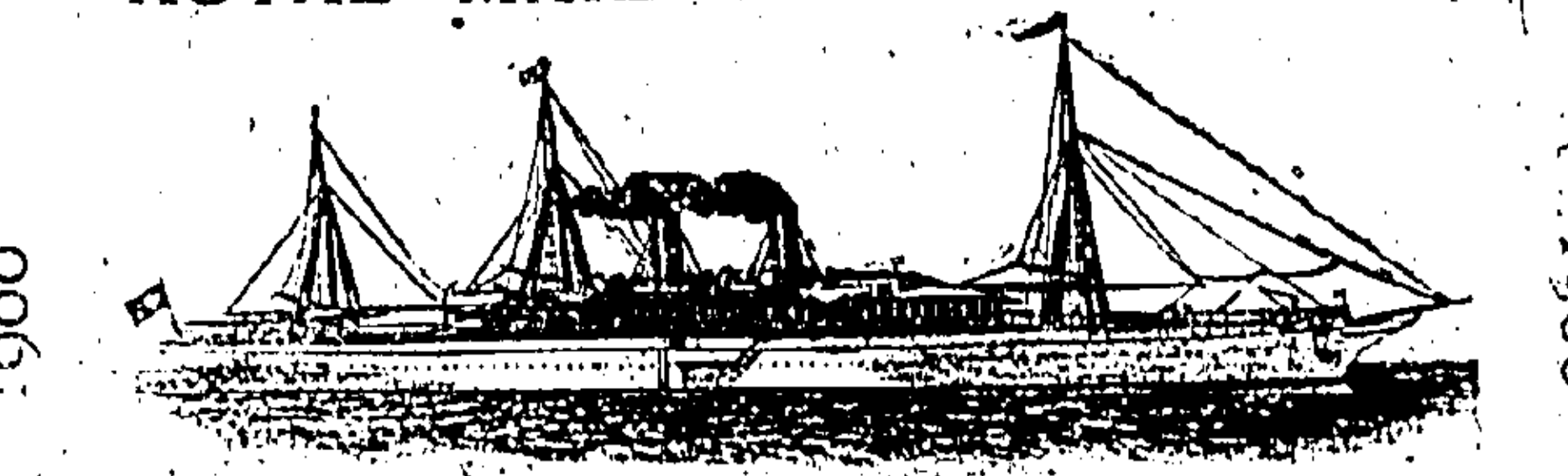
Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [493b]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 25th April, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Duke of Elk...[3821] J. S. Cox...[May 15]

Albatross...[3750] W. Frakes...[June 2]

Queen Adelaide...[2832] E. McNair...[July 25]

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Thomsonshire...[2874] W. A. Evans...[May 19]

Braemar...[3601] W. Watt...[June 9]

Thomsonshire...[2874] W. A. Evans...[Aug. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON 247.

Excellent accommodation. First class, Tables. Doctor and Stewardess carried.

(HONGKONG TO NEW YORK 341.)

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains.

The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 248.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and our copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th May, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, TOWNS AND HONOLULU, THE UNITED STATES, &c.

Strathgyle...[5023] about [May 20]

Belgian King...[3379] about [June 5]

Thryne...[3312] about [July 8]

THE Steamship.

"STRATHGYLE"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 1st May, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. T. Denny, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, TO-MORROW, the 12th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th May, 1900. [1]

OCCEIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Wednesday, 23rd May, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Tuesday, 19th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Saturday, 14th July, at Noon.

THE Company's Steamship.

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 1st May, 1900. [3]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 22nd May, at Noon.
MIKAWA MARU.....	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 22nd May, at 4 P.M.
MIKE MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon.
KASUGA MARU.....	SYDNEY, and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.
FUTABA MARU.....	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th May, at Noon.
HAKATA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG.....	HAVRE and HAMBURG.	19th May, at 5h.
Jacobs.....	(LONDON with transhipment in HAMBURG)	5th June, at 5h.
SARNIA.....	HAVRE and HAMBURG.	About 21st June, at 5h.
Fuchs.....	(LONDON with transhipment in HAMBURG)	About 30th June, at 5h.
AMBRIA.....	HAVRE and HAMBURG.	About 6th July, at 5h.
Bumelster.....	(LONDON with transhipment in HAMBURG)	About 13th July, at 5h.
SANBIA.....	HAVRE and HAMBURG.	About 20th July, at 5h.
G. Schmidt.....	(LONDON with transhipment in HAMBURG)	About 27th July, at 5h.
FRIBURG.....	HAVRE and HAMBURG.	About 3rd Aug., at 5h.
Feyen.....	(LONDON with transhipment in HAMBURG)	About 10th Aug., at 5h.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 7th May, 1900. [565b]

TOYO KISEN KAISHA.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Chin (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...Thursday, 5th July, at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 9th May, 1900. [7]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW AND BIRKENHEAD.

THE Company's Steamship

"KAISOW,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are hereby landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 7th May, 1900. [5

THE NEW GERMAN CHURCH AT SHANGHAI.

INTERESTING CEREMONY.

SINGAPORE, 7th May.

The German community of Shanghai have laboured under the disadvantage of not having a church of their own and religious services have had to be conducted in the Union Church. It was not to be supposed, however, that the congregation under the popular Pastor Hackmann would be content with this state of matters, and the efforts of Pastor Hackmann and several influential members of the German community to secure a place of worship for the congregation culminated yesterday in the laying of the foundation stone of what will be an important addition to the religious edifices of Shanghai. The site secured is one of the most central it was possible to have got, at the corner of Whangpoo Road and Astor Road, facing the Garden Bridge, and almost opposite the German Consulate. The proceedings commenced at ten o'clock yesterday morning, a band of music having been erected on the site of the church to protect those who took part in the proceedings from the heat of the sun. There was a large attendance of ladies and gentlemen, nearly 200 being present, including members of the Municipal Council, the Committee and Minister of the Union Church, H.E. Admiral Bendemann and the commanders of the German war vessels *Hertha* and *Gefion*, together with deputations from the crews of these vessels. By the kind permission of the Municipal Council, the Town Band was present, and under the masterly direction of Mr. Sternberg, played as introduction *Largo* by Handel and after the ceremony *O Sanctissima*.

The proceedings were conducted in German. Pastor Hackmann preached an eloquent and impressive sermon from I Cor. iii. 2—"Other foundation can no man lay than that is laid, which is Jesus Christ," after which the audience joined in singing the hymn—"Nun danket alle Gott."

The stone was then lowered into position. Pastor Hackmann first giving three taps with the hammer in the name of the Father, the Son, and the Holy Ghost; then Admiral Bendemann gave three taps in the name of Faith, Love, and Hope. Consul Schnitzler followed with a like ceremonial and three taps by Mr. Joly Neeling concluded the laying of the stone.

A tin box was enclosed in a cavity of the stone and contained—1 a Bible; 2 a short account of the German congregation of Shanghai; 3 a document signed by all the members of the Church Committee; 4 a copy of the *Ostasiatische Lloyd*; 5 a rare old coin presented by Mr. Beckhoff.—*Mercury*.

CONFLICTING STATEMENTS.

The two following paragraphs, cut from a home contemporary are certainly somewhat conflicting.

General Otis has telegraphed from the Philippines to Washington that a number of important insurgent officers are surrendering, and that the situation is gradually becoming more pacific.

The Spanish Minister of War has received an official despatch from Manila, announcing that a large number of Spaniards residing in that city are desirous of returning to Spain, because the Filipino insurrection is increasing in the Island of Luzon.

BY THE MAIL.

[From Our Exchanges.]

Death of General Wray.

The death is announced of Lieut-General H. Wray, C.M.G., formerly of the Royal Engineers, who received his first commission in 1843, and retired in 1887, having served in the operations in Japan in 1864.

Mr. Wm. E. Goschen.

Mr. William Edward Goschen, now Minister at Belgrade, has been appointed Her Majesty's Envoy Extraordinary and Minister Plenipotentiary at Copenhagen. In 1885 Mr. Goschen was promoted to be Secretary of Legation at Peking, where he remained for three years.

Colenso Relics.

Two disabled guns of the Royal Field Artillery, which were used at the battle of Colenso, have arrived at Woolwich Arsenal, and are being examined with a view of deciding whether they can be made serviceable for re-issue to the Artillery. They bear marks of having been struck both by Boer shells and bullets. The indentations from the latter number some hundreds, and indicate that the gunners who manned the weapons must have had a very hot time of it.

A Relic of Gordon.

An interesting relic of the siege of Khartoum has just reached London in the shape of one of the money notes which, like the medals struck by General Gordon in order to keep up the drooping spirits of his garrison, were issued in the town itself and afterwards buried. Its face value is described as 100 pinsters, and it bears a notification stating that "this amount is entirely payable from the Treasury at Khartoum or Cairo, in Lower Egypt, if a year has elapsed after the date hereof, 25th April, 1884." It is signed in two separate places "Gordon Pasha, Governor-General, Khartoum," and at the foot "C. G. Gordon."

The Peking Syndicate.

A financial contemporary alluding to the issue on 3rd March by the Peking Syndicate of the Shansi share prospectus offering 900,000 of their £1 shares at par, states that the public only took about 7½ per cent. The underwriters are thus left with enormous blocks. Messrs. N. M. Rothschild and Sons figure for 37,000 shares. Mr. J. P. Morgan is interested to the extent of 23,125 shares. Sir E. Cassel has 18,500 shares against his name. The Exploration Company, Messrs. Anthony Gibbs and Sons, and Messrs. C. J. Hambro and Son figure for the same number of shares. Sir W. D. Pearson and Pearson and Son (Limited) appear to have taken 1,000 and 20,000 shares respectively. Lord Charles Beresford has a little holding of 4,625 shares to think over. Subscribers may have little cause for satisfaction, but they are in good company.

The China Squadron.

With regard to the new ships going out to the China Station "Cassandra" writes to a London contemporary—"I would point out that the *Victorious* is in every way better protected than the *Goliath*, having a longer, thicker, and broader belt of Harvey's armor, together with a slightly more powerful armament, while as regards age and speed the *Goliath* has a slight pull. The *Undaunted* is an armoured cruiser, and carries two 9.2in. guns in addition to her lighter armament. The *Argonaut* is only a protected cruiser and carries nothing heavier than the 5in. gun, but she has a considerable advantage in age and speed. The *Roarers* and *Rattles* are about on a par as to armament and speed, but the *Rattles* has

protection over engines and magazines, though a much older vessel. I have more than once drawn attention in your columns to our relative naval weakness in the Far East, and the present contemplated relief does nothing to improve the situation. The truth is, we are most lamentably deficient in armoured cruisers.

London to Paris by Coach.

From London to Paris by coach is the latest novelty of the road. The new scheme was inaugurated on 19th ulto. when two smartly-appointed four-in-hands left Prince's Hotel, Piccadilly, for Paris. One was the Rocket, with Mr. Ernest Fownes in charge, and the other was a private coach chartered and driven by Miss M. J. W. F. Eastwick, an American lady, who was taking a party of friends to the French capital. Each coach was elegantly appointed. The guards were resplendent in a livery of green and gold, with splashes of red; the Rocket was painted in red and the companion coach in yellow, and each had on the back and the panels of the doors "London to Paris, via Newhaven," in gold lettering. A large and interested crowd witnessed the start, which was made at eleven o'clock to the merry sound of the horn, the Rocket, with its dozen paying passengers, leading. Both vehicles will traverse the same route, but the Rocket will perform the journey in nine days, while Miss Eastwick and her party will stay at Rouen to inspect the attractions of the town, reaching Paris some three or four days later.

The Tower and the Mint.

The restoration of the Bloody Tower in the Tower of London is now completed all but a few repairs to a turret, and the repairs to the Lieutenant's lodgings are finished. The lower, fine, old half-timbered buildings are now as safe and sound as ever they were, and the Bloody Tower, stripped of surplus flint and stucco excrescences that had long disfigured it, is now restored to much of its original antiquity. At the Royal Mint, not a stone's throw from the Tower, excavations are being made for the erection of a new die and metal department. The Royal Mint stands on the site of the Ancient Abbey of St. Mary of Graces, or Eastminster, which, in its size and the extent of its precincts, is said to have rivalled that of Westminster. The Abbey was founded by Edward III. out of gratitude, and in obedience to a vow, for his escape from a fearful storm at sea, and it was built on the churchyard of the Holy Trinity, which was dedicated by Ralph Stratford, Bishop of London, to the honour of God, about the year 1350, for use as a pestilence ground, the usual burial grounds then existing being quite inadequate to hold the victims of the terrible pestilence then raging. The excavations at the Mint for the new offices have disclosed what are supposed to be part of the old chalk foundations of the "Eastminster," or Eastminster, and two moulded stone doorway jambs of Norman transitional work, but the latter not in situ.

Three Miles of Newspapers.

One of the greatest problems besetting the Trustees of the British Museum is the encumbrance which in recent years has been thrust upon the space at their disposal by the accumulated piles of newspapers—both London and provincial as well as foreign and colonial. An effort is now being made to grapple with this difficulty, and Viscount Peel's Bill, copies of which have now been distributed, authorises the Trustees to deposit with local authorities files of any local newspapers which have been received by them at Bloomsbury since the year 1873, or which may be hereafter received, and also to make rules respecting the disposal, by destruction or otherwise, of printed matter deposited in the museum which is not of sufficient value to justify its preservation. How gigantic the growth of this department really has been in recent years may be gathered from the fact that the shelves occupied by London newspapers alone exceed 1,000 yards in length, whilst those devoted to the provincial, colonial, and foreign Press are more than 3,000 yards, the total measurement being close upon three miles. In a single year the British newspapers have been known to fill 111 yards of shelving, which is at the phenomenal rate of one mile in sixteen years. Such a record of progress cannot, of course, be prolonged indefinitely, and should the ex-Speaker's Bill be carried through Parliament, an important addition will be made to the restricted accommodation at Bloomsbury.

The Attempt on the Prince of Wales.

The Prince of Wales has received nearly a thousand telegrams at Copenhagen congratulating him on his escape from assassination. The bullet fired at him by Spidlo has been found in the saloon of the train in which the Royal party was travelling, and must have passed near the Prince's head. A thanksgiving service was held at the English Church in Copenhagen on 8th ulto, and during the day the Prince received the whole of the foreign diplomatic representatives, who, on behalf of their respective Governments, congratulated him on his providential escape. The Brussels authorities continue their inquiries into the proceedings of the Socialist Club, which is believed to have instigated Spidlo to commit the crime. Spidlo has been further interrogated, and the fact has been elicited that three other young men were concerned with him in hatching a plot to shoot the Prince on his way through the city; but he alleged that he fired at the Prince more out of bravado than anything else, some one having bid him to do so, and would not carry out the design. One of these men, named Meert, was arrested, and to a great extent confirmed Spidlo's story. It is alleged that investigation has shown that Spidlo had no desire to commit the crime, but was instigated by his companions. Even at the station he showed reluctance and refused to fire while the Prince was on the platform. It was only just as the train started that he was urged by the shouts of his companions, he jumped on the footboard of the Royal saloon and fired his revolver. The parents of Spidlo have addressed a petition to the Queen, praying for mercy on behalf of "an innocent lad acted on by evil incitements."

The Prince of Wales, according to the latest account, has received thirteen hundred telegrams from all parts of the world congratulating him on his escape from assassination.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [30]

DON'T forget the PANTOMIME TO-MORROW NIGHT. WASTED OPPORTUNITIES never return. [612b]

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain Maganzini, will be despatched as above TO-MORROW, the 12th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 11th May, 1900. [595b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th May, 1900. [45]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS," Captain Palford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1900. [465b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched on WEDNESDAY, the 15th May, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1900. [492b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

Taking Cargo at London Rates.

THE Company's Steamship

"IDOMENEUS," Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1900. [538b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS," Captain Dijkens, will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1900. [511b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1900. [598b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DRUMMOND," will be despatched for the above Port on or about SUNDAY, the 10th June.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 8th May, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON," Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [570b]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, FIUME AND TRIESTE. (Taking Cargo at through Rates to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS).

THE Company's Steamship

"SILESIA," Captain G. Verona, will be despatched as above on TUESDAY, the 15th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th May, 1900. [596b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Davies, will be despatched as above on THURSDAY, the 17th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1900. [603b]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, on WEDNESDAY, the 16th instant, at 8.30 for 9.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th May, 1900. [600b]

For Sale.

FOR SALE AT TIENSIN, NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Compressor's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c.

For particulars apply to J. T. SKOTTOWE, Land, Estate, and General Commission Agents, Tientsin, North China.

Hongkong, 9th April, 1900. [466b]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

"THE RETREAT," MOUNT KELLET.

5, RILEY TERRACE.

"GLIFFER," KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th May, 1900. [61]

Intimations.

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has this Day been REMOVED from No. 65, PRAVA EAST, Marine Lot 109, to Inland Lot 1,508, BOW-RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.

L. MALLORY. [606b]

Hongkong, 1st May, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1900. [34]

YOU had better book quickly for "THE BABES IN THE WOOD," or, like those interesting Infants, you will be "LEFT."

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [38]

SIEN TING, SURGEON DENTIST.

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [49]

Intimations.

"THE BABES IN THE WOOD" is bound to draw a BIG HOUSE and this is your ONE and ONLY CHANCE.

THE PUNJOM MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of £1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.

W. H. GASKELL, Secretary.

Hongkong, 17th April, 1900. [506b]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who were Holders of Shares on the 4th May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May.

The TRANSFER BOOKS will be CLOSED on the 22nd to the 28th instant, both days inclusive.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 7th May, 1900. [584b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 20th April, 1900. [513b]

THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding financial dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 10th May, 1900. [606b]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

</

The Share Market.

LATEST QUOTATIONS.

(May 10th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	302 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$28
Do. Founders.	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$250
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$124
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong, Canton, & Macao Steamship Co., Limited	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd.	£ 10	\$914
China & Manilla S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	\$10.10
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	\$10.10
China Mutual S.S. Co., Ltd. (Ord.)	£ 5	\$5
Star Ferry Co., Ltd.	\$ 10	\$181
"Shell" Transport & Trading Co., Ltd.	£ 100	\$300
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$126
Luxon Sugar Refining Co., Ltd.	\$ 100	\$40
Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$6
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Quebec Mining and Tracing Co., Ltd.	25 cts.	\$20
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$531
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$44
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$34
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference)	\$ 5	\$5.52
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	490 1/2 premium
Hongkong Wharf & Godown Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 61	\$204
Lands, Hotels and Buildings.		
Chong Kwong Land & Agency Co., Ltd.	\$ 50	\$125
Kowloon Land & Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$467
Hongkong Hotel Co., Ltd.	\$ 50	\$11
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$11
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 62 1/2
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$204
Chian-Borneo Co., Ltd.	\$ 15	\$20
A. S. Watson & Co., Limited	\$ 10	\$164
Watkins, Limited	\$ 10	\$10.50
Hongkong Electric Co., Limited	\$ 10	\$114
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High Level Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$64
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$71
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Aiken, Mr. J. H.	Lam, Mr. F.
Angus, Mrs. John	Leggatt, Mr. E. C.
Babcock, Mr. A. W.	Levy, Mr. L. A.
Bailey, Mr. W. S.	Lewis, Mr. A. R.
Betts, Mr. J. H.	Long, Mr. & Mrs. D.
Blackburn, Com. R. N.	M.
Bonnet, Mr. F.	MacGowan, Mr. R. J.
Brown, Mr. J. W.	Marcano, Mr. E.
Cambefort, Mr. E.	McEwan, Mr. Alex.
Carter, Mr. H. B.	McLellan, Mrs.
Cholet, Viscount	McLeod, Mr. & Mrs.
Clark, Dr. and Mrs. F.	Murphy, Mr. E. O.
Cohn, Mr. M. B.	Neirong, Mr. Van
Collins, Mr. A.	O'Neill, Mr. J. J.
Crame, Mr. K. H. K.	Oswald, Mr. and Mrs.
Dallas, Mr. and Mrs.	J. C. and infant
Damour, Mr. E.	Oustimoff, Mr. J. J.
Deane, Mr. P. C.	Parfitt, Mr. W.
Discombe, Mr. G. M.	Playfair, Mrs. and Miss
Drum, Miss	Ramsay, Mr. and Mrs.
Ellis, Mr. Alf. H.	Reeves, Mr.
England, Mr.	Rissler, Dr.
Evans, Mr. & Mrs. P. T.	Robins, Mr. S. J.
Franki, Mr. C.	Rosenfeld, Mr. Jos.
Genge, Mr.	Rumsey, Mr. J. M.
Goddard, Capt.	Schmidt, Dr. & Mrs. H.
Hall, Mr. T. M.	Sergeant, Mr. D. W.
Hare, Mr. D. M.	Sheras, Mr. T.
Hartley, Mr. E. J.	Simmings, Mr. H.
Harvey, Mr. Mrs. and	Smith, Mr. D. A.
Miss	Smythe, Mr. A. J.
Herman, Mr.	Hamilton
Howard, Mr. Thos.	Stevens, Mr. G. R.
James, Mr. W. R.	Stevenson, H. E.
Jeffrey, Major & Mrs.	Taylor, Mr. G. H.
Joseph, Mr. and Mrs.	Thomas, Mr. Geo.
E. S.	Upton, Mr. A. V.
Kayser, Mr. F.	Waghorn, Mr. G.
Kelly, Mr. E. A.	Warfield, Mr. and Mrs.
Kelly, Mr. & Mrs. J. E.	Whiley, Mr. & Mrs. W.
Kiene, Mr. and Mrs. F.	Whiley, Miss
Kinghorn, Mr.	Wild, Mr. and Mrs.
Kirkwood, Mr. J.	Wilde, Mr. and Mrs.
Lambrouse, Capt.	Wilde, Mr. and Mrs.
Lambie, Mr. & Mrs. P.	Wilkinson, Mrs.
Lance, Mr. S. L.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew	Leake, Mr. & Mrs. R.
Brayne, Mr. H. F. R.	Martin, Mr. R.
Brown, Colonel	Mackie, Mr. C. Gordon
Cane, Mr. Arthur R.	Mitchell, Mr. R.
Carr, Mr. G. H.	Morris, Major & Mrs.
Eckel, Mr. J. S.	Newall, Mr. Stuart G.
Forbes, Mr. H. E.	Oakley, Mr. H. E.
Fraser, Lt.-Col. A. R.	Oakley, Miss
Gompertz, Mr. H. H.	O'Gorman, Madame
Gorges, Colonel E. H.	Pollock, Hon. H. E.
Graham, Mr. D. M.	Pyne, Capt. H. V.
Grant, Mr. A. Macpherson	Reilly, Major W. W.
Griffin, Major W. W.	Rickmers, Miss
R. A.	Schmidt, Mr. and Mrs.
Gros, Mr. Edward F.	A. W. and child
Hays, Mr. J.	Sinclair, Mr. A.
Hinderker, Mr.	Stokes, Mr. A. P.
Inchbald, Mr. Chantrey	Thomson, Mr. O. D.
Jacobs, Mr. H. U.	Tonlin, Mr. G. L.
John, Major G. R. St.	Watson, Mr. and Mrs.
Johnston, Mr. R. E.	Malcolm
Layton, Mr. B.	Wheeler, Mr. G. H.
Lee, Mr. J. E.	

Flynn, R. N. Rev. F.	Pyne, Commissioner T.
Holton, Capt. and Mrs.	Pyne, Mrs. 4 daughters
Jones, Mr. D. C.	Ready, Mrs. O. G. and
Law, Mr. and Mrs. D.	2 daughters
O. Law and daughter	Skotow, C. C.
Little, Miss	Volpelli, Consul
Little, Master	Volpelli, Madame
Mumford, Mr. N.	Wright, Mr. and Mrs.
Newton, Mr. & Mrs. W.	R. V. and son

EXCHANGE.

Hongkong, May 11th.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 7/16
Credit, 4 months' sight	111 1/2
"Dients, 4 months' sight	111 1/2
ON BERLIN, (demand)	200
ON PARIS, Bank Bills, on demand	246
Credit, 4 months' sight	254
ON NEW YORK, Bank Bills, on demand	47 1/2
Credit, 30 days' sight	48 1/2
ON HONKONG, Telegraphic Transfer	140
On demand	140
ON SHANGHAI, Telegraphic Transfer	164 1/2
On demand	164 1/2
ON YOKOHAMA, T. 30 days' sight	72 1/2
On demand	72 1/2
Sovereigns, Bank's Buying Rate	57.16
Gold Leaf 100 touch, per tael	53.15
Bar Silver	27 9/16
Dollars	2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, May 11th.	
New Patna	970 per chest.
Old Patna	1,025
Old Benares	985
Old Benares	985
Old Malwa	990/995
Old Malwa	990/995
Persian, pure	880/890

VESSELS IN PORT.

Steamers.	
ABERGELDIE, British steamer, 2,438, J. Murray, 4th May, Portland, Or. via Japan Ports 28th Mar., Flour and General.—Doddwell & Co., Ltd.	
ALBION, British steamer, 649, Johnston, 3rd May, Bangkok, via Koh-chang 25th April, General.—Jardine, Matheson & Co.	
AMARA, British steamer, 1,533, C. J. Mattock, 7th May, Saigon 3rd May, Rice and Flour.—Jardine, Matheson & Co.	
AYR, British steamer, 1,055, W. H. Gibson, 10th May, Kutchinotzu 4th May, Coal.—Mitsui Bussan Kaisha.	
BISAGNO, Italian steamer, 1,509, D. Maganzini, Dante, 7th May, Bombay 21st April, and Singapore 1st May, General.—Carlowitz & Co.	
CANTON, British steamer, 1,100, D. F. F. Lawrence, 10th May, Shanghai via Wuhu 1st May, General.—Jardine, Matheson & Co.	
CARMARTHENSHIRE, British steamer, 1,898, C. H. Burch, 4th May, Kobe and Moji 29th April, General.—Butterfield & Swire.	
CHINA, American steamer, 3,187, W. B. Seabury, 6th May, San Francisco 7th April, Yokohama 28th, and Shanghai 4th April, Yokohama and General.—P. M. S. Co.	
CHRYSDER, British steamer, 2,407, J. T. Davies, 9th May, Calcutta 21st April, Penang and Singapore 4th May, General.—Jardine, Matheson & Co.	
DEUTEROS, German steamer, 1,001, E. Petersen, 9th May, Java 1st May, Sugar.—Siemssen & Co.	
DEVAVONGSE, British steamer, 1,057, R. Curtis, 17th April, Saigon 13th April, General.—Yuen Fat Hong.	
FORMOSA, British steamer, 674, J. T. Douglas, 10th May, Swatow 9th May, General.—Douglas, Lapraik & Co.	
FUKUI MARU, Japanese steamer, 1,825, Y. Hirayama, 6th May, Saigon 1st May, Rice.—Doddwell & Co., Ltd.	
GERMANIA, German steamer, 1,774, L. Möller, 9th May, Saigon 4th May, Rice.—Jensen & Co.	

HINSANO, British steamer, 1,536, Spencer Wilde, 30th April, Moji 24th April, Coal.—Jardine, Matheson & Co.	
HOIHAO, French steamer, 599, J. C. Gerard, 7th May, Pakhoi and Hoihow 6th May, General.—A. R. Marty.	
HOLSTEIN, German steamer, 985, C. Inland, 7th May, Saigon 3rd May, Rice and General.—Jensen & Co.	
HUE, French steamer, 704, P. Merlees, 9th May, Haiphong and Hoihow 8th May, General.—A. R. Marty.	
INDEPENDENT, German steamer, 871, A. Halz, 12th April, Sanarung 3rd April, General.—Sander, Wieler & Co.	
KEONG WAI, British steamer, 1,105, T. W. Groves, 9th May, Bangkok 3rd May, Rice and Teak.—Norddeutscher Lloyd.	
MAIZURU MARU, Japanese steamer, 667, T. Ogata, 10th May, Amoy and Swatow 9th May, General.—Nitsui Bussan Kaisha.	
PHRA CHUT, CHON KLAO, British steamer, 1,012, E. E. McLellan, 6th May, Koh-siang 28th April, and Swatow 5th May, Rice and General.—Yuen Fat Hong.	
PROGRESS, German steamer, 687, P. Brandt, 7th April, Touron 5th April, Rice and General.—Siemssen & Co.	
ROHILLA, British steamer, 2,216, C. H. S. Toque, R.N.R., 9th May, Yokohama 2nd May, General.—P. & O. S. N. Co.	
ROMA, British steamer, 1,722, N. Storm, 7th May, Cardiff 2nd March, Coal.—Order.	
ST. RICHARDS, British steamer, 1,999, C. W. McMullen, 7th May, Shanghai 4th May, General.—Doddwell & Co., Ltd.	
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 8th May, Canton 7th May, General.—Arnhold, Karberg & Co.	
SIAM, British steamer, 992, H. N. Holton, 29th April, Bangkok via Koh-siang 21st April, Rice and Teak.—Bradley & Co.	
SOCOTRA, British steamer, 3,866, T. H. Hyde, R.N.R., 9th May, and Swatow 5th May, General.—P. & O. S. N. Co.	
TAICHOW, British steamer, 862, P. S. Primrose, 6th May, Bangkok 29th April, Timber and Rice.—Butterfield & Swire.	
TAI LEE, German steamer, 828, T. Calender, 7th May, Saigon 3rd May, General.—Meyer & Co.	
TAIYUAN, British steamer, 1,459, R. Nelson, 26th Mar., Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.	
TATEGAMI MARU, Japanese steamer, 1,644, M. Tami, 10th May, Moji 5th May, Coal.—Nitsui Bussan Kaisha.	
TSINAN, British steamer, 1,459, D. Anderson, 8th May, Manila 5th May, General.—Butterfield & Swire.	

Sailing Vessels.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April, Guam 26th March, General.—Jardine, Matheson & Co.	
FRANZ, Danish bark, 358, Petersen, 23rd April, Barry 5th Oct., 1899, and Amoy 12th Feb., Coal.—E. A. Trading & Co.	
GEORGE, T. Hay, British ship, 1,617, Spicer, 30th Mar., Manila, (P. I.) Mar., Ballast.—Siemssen & Co.	
NORMA, British 4-masted bark, 1,997, D. McDonnell, 21st April, Cardiff via Amoy 4th October, Coal.—Order.	
RICKMERS RICKMERS, German ship, 1,838, Azarates, 27th April, Cardiff 23rd April, Coal.—Arnhold, Karberg & Co.	
SANTA CRUZ, American schooner, 150, O. Keefe, 14th April, Yap 25th Mar., General.—Master.	
W. H. SATUR, American ship, 1,800, E. C. Colley, 27th Mar., New York 28th Sept., Kerosine Oil.—Standard Oil Co.	

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 11th, 1900.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	
Albatross, despatch vessel, 1,700 tons, 10 6-pdr. g. guns, 3,000 h.p., Capt. W. G. G. F. M. Coloe, W. C. H. W.	

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Dorog, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 21 knots.	
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes, 780 h.p., speed 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.	
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Japan.	
Descartes, 2nd class protected cruiser, 4,000 tons, 16 guns, 6,311 h.p., Captain Philibert, at Kwang-chow-wan.	
Eure, Dispatch-transport, Capt. Vallée, at Saigon.	
Jean-Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.	
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portal, at Saigon.	
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.	
Pascal, 2nd class protected cruiser, 4,000 tons, 16 guns, 9,000 h.p., Capt. M. Motet, at Yokohama.	
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Saigon.	
Flagship of Vice-Admiral Courbajolles.	

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.	
Hania, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.	
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.	
Ilis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. L. Lams, at Amoy.	
Irene, 4,000 h.p., Capt. Stein, at Formosa.	
Jaguar, German cruiser, Captain Kinderling, at Shanghai.	
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 h.p., Captain Gulich, at Shanghai.	
Flagship of Admiral Fitze.	

Wurm, coast defence ship, 4,750 tons, 4 guns, 1,000 h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.	
Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.	
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Beltrander, Manila.	
Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.	
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montalmar, Swatow.	

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

AND JAPAN STATION.

The Russian Squadron.

Admiral Korotoff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskaj, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky at Nagasaki.

Dimitri Donskoi, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comd. Shardon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serberbenikoff, at Nagasaki.

Gremiatzsky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Mikhalichsky, at Nagasaki.

Koryeetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 14 guns, 9,000 h.p. Capt. Venish, at Nagasaki.

Nayednini, Russian cruiser, 1,534 tons, 14 guns, 1,800 h.p., Capt. Sillmann, at Nagasaki.

Otawari, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petrofavlorski, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Doimoiroff, at Nagasaki.

Rebanyuk, Russian cruiser, 1,330 tons, Capt. Sillmann, at Nagasaki.